

SOUTH AFRICAN MUSEUM

INSCRIPTIONS

VOLUME II

EARLY EUROPEAN NAVIGATORS

OF 1492-1500

WAY TO THE EAST



JOHN L. COOPER, 1881

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PERINGUEY

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PERINGUEY

AFRICANA.

INSCRIPTIONS LEFT BY EARLY EUROPEAN  
NAVIGATORS ON THEIR WAY TO THE  
EAST.

BY L. PÉRINGUEY, DIRECTOR.

(Guide Leaflet No. 1).

IN a country as recently occupied permanently as 1652, relics of very ancient history cannot be plentiful.

Yet, earlier European pioneers landed on its shores as far back as 1485; others even annexed Table Valley to the Crown of their King, before the Dutch founded their settlement and these fore-runners of the present Colonists have left a few relics which are the more precious because of their rarity.

These are exhibited in part of the Entrance Hall.

PORTUGUESE COMMEMORATIVE PILARS AND INSCRIPTIONS.

Earliest in date is the pillar termed by the Portuguese "padrao," erected by Diogo Cão in 1485 at Cape Cross, the second being that erected by Bartholomew Diaz at Angra Pequena in the year 1487. Both these localities are in South-West Africa.

Within a short period, dating from the end of the fifteenth and the beginning of the sixteenth centuries, three geographical events of unique magnitude took place. Christopher Columbus discovered America on the 12th of October, 1492, some four years after Diaz, whom he met in Lisbon on the latter's return, had doubled the Cape. Also, five years later, 1497-1499, da Gama succeeded in reaching India, and Magellan in the first voyage round the world

connected the western and eastern extremities of the Old World. All these discoveries were the results of attempts to discover a sea-road to India. Even at his death, Columbus was persuaded that he had reached Asia.

Bent upon discovering this sea-way, the Portuguese navigators, mostly hugging closely the coast of Africa, had persistently proceeded southwards, thus gradually going beyond Liberia, the extreme limit reached by the Cathaginian Hanno in his celebrated voyage of discovery or settlement along the north-west coast of Africa, about five hundred years before the Christian era. His fleet is said to have consisted of sixty large vessels, on which were embarked thirty thousand persons of both sexes.

But nearly a century before the Portuguese entered upon their grand career of discovery a chartered company of Dieppe and Rouen merchants did, between 1364 and 1413, in the reign of Charles the Fifth of France, send expeditions to the Gold Coast.

When John the Second, King of Portugal, ascended the throne the efforts to reach this goal, India, were not relaxed. Diogo Cão and Affonso d'Aveiro were commissioned to go farther south; Cão reached the River Congo, or Zaire, and ultimately Cape Negro (Cape Cross) in  $21^{\circ} 41' S$ . There he erected a *padrão*, which, however, unlike those put up later on by Bartholomew Diaz, seems to have had no special name. The scanty records of the period left it doubtful where this last pillar of Cão had been set; but in 1893 the captain of the German man-of-war *Falke* discovered this relic on Cape Cross. It bore two inscriptions in a sufficiently good state of preservation not to offer any difficulty in deciphering; and according to L. Cordeiro the two inscriptions are as follows:—

“(A)mundi creatione fluxerunt anni 6684 et (a)Christi nativitate 148; ? 9(uum) (e)xcelenti(ss)imus (s)erenissi(mus)que Rex d. Johannes secundus portugal (iae) per ia(co) bum canum ejus militem colu(m)nam hic situari jus (s)it.”

(Six thousand six hundred and eighty-four years had elapsed since the world was created, and 148? since the birth of Christ, when the most excellent and most serene King, D. João the Second of Portugal, ordered this column to be set up by Jacobus Canus, his knight.)

The second inscription, which follows the turn of the upper cylindrical part of the column, is in Portuguese—

“ Era da creacao do mundo de bjMbclxxx b e de X (to) de lllclxxx b o. eycelent(e) esclarecido Rei dom J s°. de portugal mandou descobrir esta terra e poer este padram por d(c.) ão cav° de sua casa.”

The translation into English would be—

“ In the year of the creation of the world, 6684, by the excellent and enlightened King Dom John the Second of Portugal, was

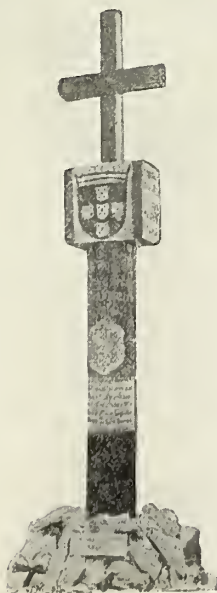


FIG. 1.

ordered the discovery of this land, and the erection of this pillar by Diogo Cão, a knight of his house(hold).”

[For Diogo Cão had been made a knight in 1484 as a result of his first voyage, which led to the discovery of the River Zaire, now usually termed Congo.]

By order of the Emperor of Germany this pillar was removed to Germany, and a replica of the same erected where the original stood. Through the courtesy of the German authorities the

Trustees of the South African Museum have obtained a facsimile of the original *padrão*, now on exhibition.

In 1487 King John the Second of Portugal fitted out another expedition, consisting of three vessels, two of some fifty tons' burthen, the other being smaller and used as a store-ship, and this new venture of discovery he placed under the command of Bartholomew Diaz.

It is during this reign that the discoverers were, for the first time, provided with commemorative pillars, or "*padrões*," to be erected at the farthest point reached, or to mark the progress of their journey. Cão is the first navigator who left Portugal with these regulation pillars.

But the old chroniclers are certainly not clear about the number of *padrões* erected by that other bold navigator, Bartholomew Diaz, who was to round the extreme part of Africa. Recent research has, however, brought forth conclusive evidence that he erected five pillars during his memorable journey, each having its respective name.

The exact dates of the erection, corresponding mostly with his landings, are only approximate, but they are as follows, according to Codine :—

Departure from Lisbon, August 1–14, 1487.

Landing at Angra Pequena and erection of the pillar called *Padrão Santiago*, November 13–14, 1487.

Landing at Angra das Voltas, November 19–24, 1487. Erection there of a third but nameless *padrão*.

This bay, the translation of the name of which is "bay of tackings," owing to Dias's ships taking five days to reach the shore, was taken to be in  $28^{\circ} 44'$  lat. south, and corresponds nearly to that of the present mouth of the Orange River ( $28^{\circ} 58'$  S.). At this place Dias left his store-ship with nine men. But as he called there on his return it is not certain if the pillar was erected at the above mentioned date, or on his return (August 24, 1488).

Arrival at the Bahia of Vaqueiros, or Bay of Cowherds, and at the Bahia of San Braz (Mossel Bay), apparently towards the end of January, 1488. He was certainly there on the 3rd of February of that year.

It has been suggested that Cowherds Bay and San Braz Bay are identical, the date of his arrival corresponding to that dedicated to St. Blaise led to it being renamed as such.

Reaches Algoa Bay, set up a third pillar (*Padrão da Cruz*), on a small island of that bay, middle of February, 1488.



Reaches the River Rio Infante; thence retraces his way to Algoa Bay and erects a fourth pillar, Padrão San Gregorio, on Cape Padron, to the east of the bay, February, 1488.

Discovery of the Cape of Good Hope (Cabo tormentoso),\* and



FIG. 2.

22 cm. × 58 cm.

erection there of a fifth pillar, Padrão San Felipe, August 16-17, 1488.

Exploration of St. Helena Bay, August 18, 1488.

Return to Angra das Voltas, where the only survivor of the men he left there nine months previously expires at the sight of his comrades.

Departure for Prince Island, and arrival in Lisbon, December, 1488.

\* Dias, in spite of the legend, never named this part otherwise than Cape of Good Hope.

Of the five *padrões* here mentioned as erected by Dias, only one of them has hitherto been found, namely, *Padrão Santiago*. The fragment exhibited is part of it.

It was originally erected on the summit of a small granite eminence, and was discovered by Captain Owen in 1833, but "cast down evidently by design as the part of the shaft that had originally been buried in the rock had remained unbroken." This pillar, including the part originally placed in the ground, would have been altogether 7 feet 9 inches in length, corresponding in height with that erected at Cape Cross by Diogo Cão, and "was composed of marble rounded on one side, but left square on the other." The cross surmounting the pedestal was found at some distance. "It was sixteen inches square, of the same breadth and thickness as the shaft, and had on the centre an inscription almost obliterated."

Three pieces of the original *Padrão Santiago* were received at the Museum in 1856, two of which, part of the rounded side, were sent to Lisbon; but a replica of the same has been made for us, presented by the Museum of the Geographical Society of Lisbon: a fourth fragment is to be found in Auckland, New Zealand, left there as a gift by a former Cape Governor, the late Sir George Grey. The cross itself has not been recovered.

#### PORTUGUESE INSCRIPTIONS.

Vasco da Gama was the next navigator who was to complete, ten years later, the exploration of Diaz, and to reach India (1497-1499). It seems, however, that the erection of *padrões* had then fallen into disuse, for there is, I believe, no record of any put up by this explorer, who, it is now almost certain, retraced the itinerary of his predecessor, Diaz. Other expeditions were to follow on the way to the East Indies.

<sup>100</sup> Pedro Alvarez, better known under his nickname of "Cabral," in trying to double the Cape, discovered Brazil. One of his captains, Pedro de Atayde, separated from the fleet by a storm, reached the Bay of San Braz (Mossel Bay), and left there a letter in a shoe, placed, it is said, on the island in a conspicuous situation, and which was found by Joas da Nova, who had sailed from Portugal on the 5th of March, 1501, in charge of four vessels.

#### *Stone I.—The Mossel Bay Stone.*

The fragmentary inscription on a stone found in Mossel Bay, appears to be a record of the visit of one of these two expeditions



“ At the demolition of the old Government House, there were found two stones on which were engraved, on the one a cannon, and on the other Portuguese words, of which some were broken off, others were indistinct, yet without doubt are the names of a certain ship and its captain, also the time of the arrival here, being the year 1500 or 1501.” The stone with “ the cannon ” seems to have disappeared, or it is no longer to be found.

The inscription on the Museum specimen is, however, very baffling owing to its present incompleteness.

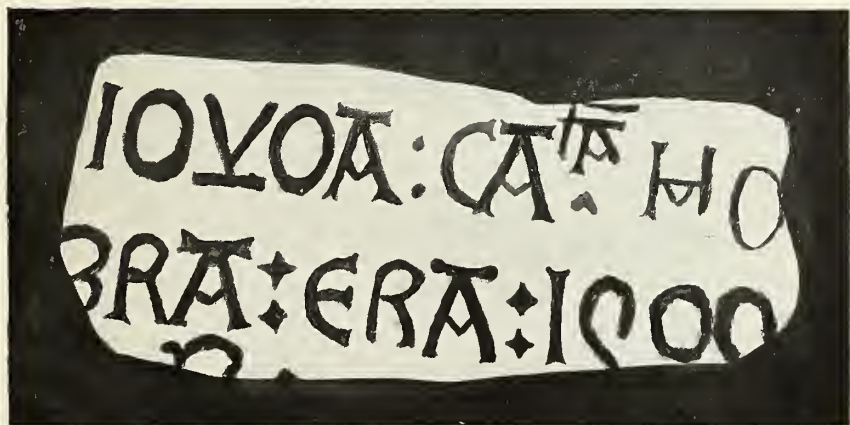


FIG. 3.

41 cm. × 21 cm.

It is skilfully graved, however ; and if we assume, as is highly probable, that “ DA NOVA ” or “ NUEVA ” was spelt, by mistake or otherwise, Novoa, and that BRA stands for Braz (the Portuguese name São Braz), the inscription refers to the call at Mossel Bay of da Nova’s squadron in 1501 ; in spite of the graved date, which appears to be 1500. This, however, has no importance, because 1500 in the old style may partly correspond to 1501 new style, the year running then from end of March.

If da Gama has left in Africa other inscriptions, and if they are found eventually, they would not be much more ancient than that of the Mossel Bay Stone. The latter can, therefore, be looked upon as the third most ancient European relic hitherto found in Southern Africa.

## Stone II.—The Plettenberg Bay Stone.

The second Portuguese inscription, known as the Plettenberg Bay Stone, was removed to Cape Town about the year 1860. It is stated that the stone originally stood on a sandhill about three miles south of the present village of Plettenberg, on the littoral of the Cape Province.



FIG. 4.

52 cm. × 47 cm.

This inscription reads. "Here was lost the ship *Sao Gonzales*. Year 1630. They made two boats."

The *Sao Goncalo*, or *Gonzales*, reached India on the 24th of September, 1629, and left for the kingdom, *i.e.* Portugal, on the 4th of March of the year following.

Fernao Lobo de Menezes was then captain of the vessel, and the latter having sprung a leak, he made for the land, and "came to the bay called Ferosa, on the confines of the Cape of Good Hope." But while they were endeavouring to pump the vessel dry and trying to right her, a storm came upon her while at anchor and she foundered.

All the people left on her (one hundred and fifty) perished, but one hundred of them were ashore at the time of the gale. They eventually built two boats with the debris of the vessel, one of which set sail for Mozambique, where it arrived safely; the other reached the Cape (Table Bay), and sighting there the *Sao Ignacio de Loyola*, of the fleet of 1630, were taken on board, but this vessel perished upon the bar of Lisbon.

Such is the abbreviated history of the three Portuguese relies in the Museum.

#### FRENCH, ENGLISH, DUTCH, AND DANISH INSCRIPTIONS.

After da Gama's discovery, Cabral, da Cunha, Albuquerque, Almeida, Sequeira, and other explorers, all Portuguese, visited the eastern seas and the Islands of Spices via the Cape. The Spaniards, by now a powerful maritime nation, did not follow on their track, because the Pope had arbitrated on the respective sphere of both Portugal and Spain. The ventures were very lucrative, as proved by the number of ships sent from Portugal: 507 from the year 1500 to 1550, and 264, of much larger tonnage, from 1550 to 1560.

But a few years only after da Gama had opened the road to India other nations are found to have entered this newly discovered field.

Privateers or merchantmen, or both together, began to operate in the Mozambique Channel and other regions, and these were French.

In 1508 Queimado, commander of one of the ships of Tristan da Cunha's fleet, was captured by Frenchmen in the Mozambique Channel. In 1560 Captain Bondard, from La Rochelle, was hanged at Mozambique for plundering Portuguese caravells in the Indian Ocean.\*

Of three French privateers that sailed from Dieppe in 1526, one is known to have stopped at Madagasear, and to have done some trading there.

So that it is not exact to say that during the period 1500 to 1560 no European flag, other than the Portuguese, was seen in the Eastern seas. But their expeditions did, after a time, sail from the island of St. Helena without touching at Table Bay, and therefore left no inscriptions there.

#### FRENCH INSCRIPTION.

##### *Stone III.*

On one stone is a French inscription with the date unfortunately mutilated. This piece of rock has been badly used; the date is missing, also the continuation of the four lines of letters.

\* The Portuguese claiming a monopoly of their discoveries under a Papal Bull, the operations of any competitor were considered by them to be piratical.

On the reverse of the thick slab is a Dutch record dated 1634. On examination it becomes apparent that the block on which the French inscription stood was pared or reduced so as to allow of the new one, which is entire, being graved on the reverse. But how long the first preceded the second, and whose record it is, remains, so far, a mystery.

Paulmier de Gonville is believed, with good reason, yet without much documentary evidence, to have rounded the Cape in 1503, and to have reached Madagascar in that year. But he sailed from

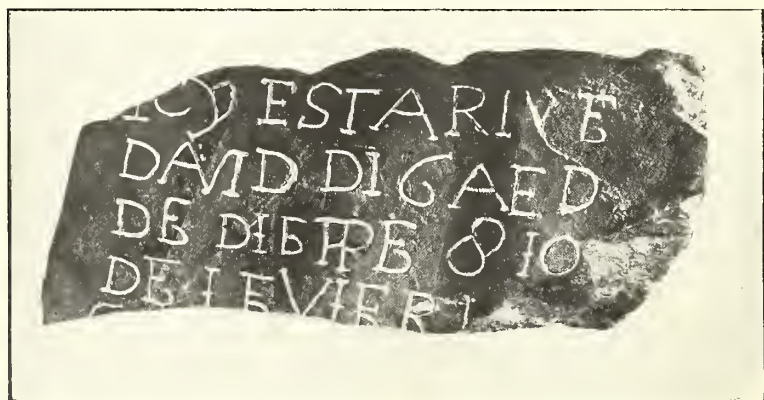


FIG. 5.

57 cm. × 24 cm.

ICY EST ARRIVE DAVID DIGAED DE DIEPPE S 10 DE FEVRER 1 . . .

(Here arrived David Digaed from Dieppe, 8-10 February, 1 . . .)

Honfleur, not Dieppe, in June. The inscription cannot be, therefore, ascribed to him.

There is no information about the vessels who were flying the French flag in 1508 in the Mozambique Channel, and even captured there, as stated before, one of the ships of Tristan da Cunha's fleet.

In 1527 a French vessel, one of a company of three, all from Dieppe, stopped at Madagascar, traded there, and left behind a sailor, whom Diogo de Fonseca picked up in 1531.

The brothers Parmentier, also of Dieppe, following the Cape route, left with two ships, *La Pensée* (400 tons) and *Le Sacre* (120



tons), on March 28, 1529, and reached Sumatra the same year, where one of the brothers, Jean, died in December. But apart from the name of the home port, there seems to be no connection with that of the ships or the dates.

The only instance of French vessels being recorded near Table Bay, but not *in* Table Bay, as is generally believed, in these early times, is by the Dutch Commander Spilbergen, a record corroborated by the narrative of Francois Pyrard, from Laval, who was on board an expedition from St. Malo, consisting of two vessels, *Le Croissant* and *Le Corbin*, under the command of La Bardelière. The accounts of both leave no doubt that the French vessels met the Dutch Commander sailing out of the Bay, and did not land.

It does not, therefore, seem improbable that this French graved record is that of one of the vessels that left Dieppe in 1526; in which case this is the oldest inscription other than the Mossel Bay.

#### POST OFFICE STONES.

From the end of the sixteenth and the beginning of the seventeenth century many vessels, other than Portuguese, touched at Table Bay in order to obtain fresh provisions from the natives. Anthony Marlow, on board the English ship *Hector* in 1602, says, speaking of Table Bay, "the best and cheapest place to refresh men in these voyages that ever ship can come to"; and it is recorded that on the first voyage of an English squadron to the East Indies begun under command of the Admiral G. Raymond, who perished with the Flag-ship, and finished by Captain James Lancaster, they put into Table Bay, where ultimately thirty natives brought forty bullocks and about as many sheep, of which the English got a good supply, giving two knives for an ox. These vessels left graved on flat stones inscriptions recording the name of the ship and of her captain and the dates of arrival and departure. Letters were often also placed beneath these stones, as borne out by the inscriptions.

In these early days a stream descending from Table Mountain ran to the sea, discharging its water into Table Bay near what is now Adderley Street, and there it was that the mariners landed, to fill their water-casks at or near the bottom of Strand Street, where was a large sand-dune continued as far as the present Green Point Common.

Most of the inscribed stones recovered have been found near what is now Adderley Street, with the exception of two English, which were used, intentionally or not, in building the walls of the

“Castle” with the inscription outwards. But as from 1602 the vessels of the English and Dutch East India Companies called nearly every year at the Cape, and as moreover the captains of the English vessels were instructed to leave such records, it is possible that graved stones other than those now recorded will be found at some future time.

While digging foundations for an extension of the present railway station in Cape Town in 1906, the old landing-place at the foot of Adderley Street was uncovered, and a number of graved stones that had evidently been collected and brought to the spot in former days were exposed to view. These stones, and others recovered before, form the series bearing the name of “Post Office Stones.”

An extract of a letter addressed by Edward Blitheman to Sir Thomas Smith (East India Company's Records) leaves no doubt as to the object for which these stones were inscribed, and seems to explain also the presence of the two inscriptions in the Castle at some distance from the customary place :

“And in the time of our being there (Table Bay, October, 1613) the Dutchman (also in the Bay) made known unto us a packet of letters which their company had found on the top of a hill. So our General sent myself and Mr. Millward for the fetching of them, being a place at least distant two miles from our tents. So finding them we perceived them to be the letters of the factors of Captain Downston's fleet . . . and afterwards our General sealed them up again in a letter of his directed to your worship and buried them by the stone where he placed his name.”

The French Commander Beaulieu, who sailed on the 2nd of October, 1619, from Harfleur, in Normandy, on a voyage to Bantam, *viâ* Senegal and the Gold Coast where he traded, landed in Table Bay on the 16th of March, 1620, and he writes thus :—

“Some of our men going ashore happened to light upon a great stone, with two little packets of pitched canvass underneath, which we afterwards found to be Dutch letters. When we opened them we found first a strong piece of pitched canvass, then a piece of lead wrapped round the packet ; under that two pieces of red cloth, then a piece of red frieze, all wrapped round a bag of coarse linen in which were the letters very safe and dry. They contained an account of several ships that had passed that way ; particularly of an English advice boat that was gone to England to acquaint the Company with the injury the Dutch had done them in the East Indies. They likewise gave notice to ships that passed that way to take care of the natives who had murdered several of their crew, and stolen some of their water-casks.”



This narrative of the French Commander throws, in addition, a singular light on the dangers attending at that time landing in Table Bay, for he adds : " The next day I sent fifty men on shore with sails to make tents of ; when the boat returned they told me they had found several corpses of dead men and clothes scattered up and down, and a small fortification of earth which we guessed to be built by the Danes, for one of the natives that spoke a sort of jargon of broken English gave us to understand more by signs than by his language that five ships had sailed from thence to the eastward about three months before." OLE 1722

## ENGLISH INSCRIPTIONS.

### Stone IV.

If the French followed very early in the wake of the Portuguese, such cannot be said of the English, for it is only in 1577 that the famous sea captain, Drake, and nine years later, Thomas Candish, sighted the Cape ; but they did not land.

In July, 1591, however, the fleet of Admiral Raymond put into Table Bay, and on the 22nd of April, 1601, the first fleet fitted out by the " Governor and Company of Merchants of London trading to the East Indies," and commanded by Sir James Lancaster, sailed from Torbay. It consisted of the *Dragon* (600 tons) ; the *Hector* (300 tons) ; the *Ascension* (260 tons) ; and the *Susan* (240 tons). It is not known if Admiral Raymond, or Lancaster, left any inscribed stones to denote their landing in Table Bay, but the ship *Hector* of Lancaster's fleet was again at the Cape homeward bound in 1605, i.e. 1606 present style, as proved by the graved stone No. 6.

Antony Hippon, who was mate or master of the *Hector*, and had put into Table Bay in 1605, did again call at the Cape as mate or master of the *Dragon* in 1607. He looked for and found his first inscription, and added to it the date of his second arrival or departure. He was in charge of the *Globe* in the seventh voyage, and reached the Cape on May 21, 1611, sailing hence on June 6th. Possibly the name *Anthony H.* in smaller letters on the lower part of the slab is a record of this occasion. It is this Captain Hippon who planted the first English factory on the mainland of India (Masulipatan). He died on board the *Globe* one month after leaving Table Bay.

The stone bearing this inscription was discovered lately, embedded in one of the walls in the Castle, and it is the oldest in date of the English records of call in Table Bay.

These two vessels, the *Dragon* and the *Hector*, were often navigating in company, and numerous indeed have been their calls. They were in Table Bay from September 9, 1600, to October 29th on their outward voyage.

Lancaster commanded the former, J. Middleton the latter. Both vessels were again in Table Bay in July, 1604, and also on their return voyage from December 27th to January 16th of the same year.

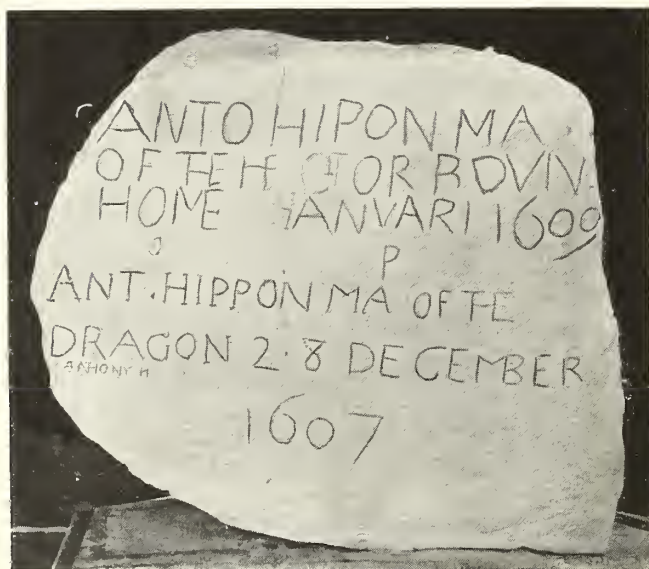


FIG. 6.

82 cm. x 80 cm.

ANTO HIPON MA(STER) OF THE HECTOR BOUND HOME JANUARY 1605.

ANTO HIPON MA(STER) OF THE DRAGON 28 DECEMBER 1607, and  
in smaller letters, Anthony H.

The *Hector* was in Table Bay in 1602<sup>3</sup>, as shown by a letter of Anthony Marlowe already quoted. We find again the *Hector* in the Bay from December 18, 1607, to January 1, 1608; and the *Dragon*, possibly on some date prior, homeward bound. Captain John Saris, commanding the *Clove*, *Hector*, and *Thomas*, outward bound, sailed from Table Bay on his outward voyage on August 9, 1611. The *Gift*, *Hector*, and *Hope* were in Table Bay in 1614.

William Edwards, writing to the East India Company on June 28, 1614, says : " Found, as the custom is, advice of divers of our ships that had lately touched there (Table Bay) both outward and homeward (viz.) the *Dragon* arriving there the 20th February, 1613, departing thence the 6th March next, homeward."

The *Dragon* was one of the vessels of Keeling's fleet of 1615, and had on board the factor, Thomas Arthington, who in a letter to the Company dated from Saldania, June 18, 1615, and sent by the homeward-bound vessel the *Hope*, mentions that " Ten of the condemned men set willingly ashore at Saldania."

From 1601 to 1612 the shareholders or subscribers to the concern that became eventually the East India Company, founded on December 31, 1600, bore individually the cost of the voyage of each venture ; and the profit or loss resulting therefrom was theirs.

It is only in, or about, the year 1612 that these ventures were conducted on the joint-stock system, and it is on record that the *Concord* from London, the first ship of the Company sent on this new system, was met in Table Bay by Captain John Saris, homeward bound, on May 16, 1614.

For this reason the records of " calls " anterior to 1612 are not very complete, and the dates are possibly somewhat inaccurate, owing to the then partly acceptance of the Gregorian computation, 25th of March to 24th of March, instead of 1st January to 31st December.

It seems, however, established that the *Red Dragon*, *Hector*, *Ascension*, and the *Susan*, under Sir Henry Middleton, anchored July 17, 1604. " Cole, master of the *Hector*, was drowned. Sailed August 20th." This was the second voyage of the English Company. The upper inscription of Stone 6 records the return voyage of the *Hector*.

In 1605 the English captain, Sir Edward Michelburne, came to Saldania Bay (read Table Bay) with the *Tigre* and *Tigre's Whelp*, and stayed there from April 9th to May 3rd. The natives brought him so much cattle that he took some to sea ; for a piece of an old iron hoop he bought a large bullock.

In 1607 William Keeling came to " Salania," and bought much cattle. He found the natives very bold and daring. On a rock he saw engraved the words : " Captain Middleton, in the *Consent*, 24th July, 1607."

In the same year Captain D. Middleton, a brother of Sir Henry of that name, called here also, and obtained much cattle.

Captain Robert Cavertree also came in the same year to Saldanha, where he bartered many sheep and oxen for old iron.

Alexander Sharply was in Table Bay on July 4, 1608. He took in about 400 (?) head of cattle. In 1608, July 13th, the *Ascension* and *Union* anchored in Table Bay, and left on September 25th. "Viewing over the stones where the ships that are bound outward and homeward do use to set their names, when we found Captain Keeling, Captain Hawkins, Captain Middleton and divers others, being passed towards the Indies, vizt., Capt. Middleton in July 1607, and Captain Keeling the month of December ditto anno."

In the year 1609 Captain Keeling on his home voyage took some sheep, "the fattest he had ever seen," from Robben Island, and left lean ones, obtained on the mainland, in their place.

In 1610 Captain Nicholas Downton, with the *Peppercorn* and the *Darling*, and Sir Henry Middleton in the *Trades Increase*, arrived in Table Bay.

Sir Henry Middleton found a letter buried underground, according to agreement made in England with his brother, but so soiled by damp that he could "not read any part thereof." Downton touched again, outward bound, on June the 15th, 1614; but he was not so successful this time in revictualling his ship: "Refreshing of flesh we had in a manner none; we had some little fish by our continual endeavours in the river. Set sail and put to sea, the 2nd of July."

Keeling's fleet of 1615 was also in Table Bay outward bound in that year. From it were landed at Robben Island ten convicts from the Old Bailey, to make a settlement. These are the men alluded to by Thomas Arthington.

But no inscription left by the commanders of the ships above mentioned has been as yet recovered, with the exception of one of Sir Henry Middleton's ships, the *Hector*, and of Saris' vessel, the *Thomas*.

#### Stone V.

In preparing the foundations for one of Mr. Garlick's stores, at the foot of Adderley Street, the workmen found a fragment of stone bearing an inscription on each side. The original stone is in the possession of the Cape Town Corporation.

The date of the arrival and departure coincide with that of the outward-bound fleet commanded by John Saris, of which the *Thomas* was one, together with the *Hector* and *Clove*, and it is therefore to be assumed that the inscription is that of the *Thomas*.

It will be noted that in one corner of the stone there is what





FIG. 7.  
32 cm. x 21 cm.

On the obverse the words read as follows :  
THOMA                      MP. M.                      TH. BARN.  
MP. MAT.                      JULY YE AUGUST 1. (?) D.C.H.



FIG. 8.  
33 cm. x 21 cm.

WILLIAM PAGE, OUTWARD BOUND, 1618.

appears a fairly successful attempt to reproduce the "square and compasses" in a position in which these implements are usually associated with Freemasonry; certainly the first figures of their kind revealed in South Africa.

On the reverse of the stone the impression is very plain.

This is the first record of call of this vessel.

Another will be found further on, bearing the date 1628.

#### Stone VI.

The next inscription in point of date is that of the arrival and departure of the fleet commanded by Charles Clevenger (the C.L.E. of the inscription), who flew his flag on the *Palsgrave*. The latter, 1,083 tons, and *Elizabeth*, 978 tons, were new ships built by the East India Company in the previous year.

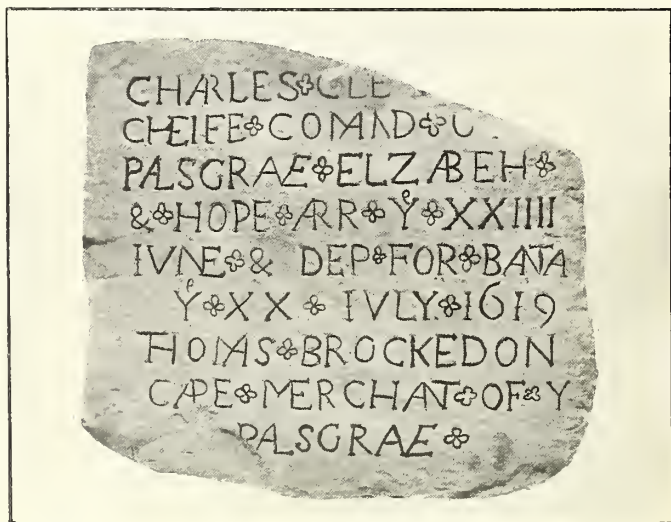


FIG. 9.

68 cm. × 51 cm

CHARLES CLE CHEIFE COMAD O(F) PALS GRAVE ELIZABETH AND HOPE ARR(IVED) Y<sup>E</sup> XXIII JUNE AND DEP FOR BANTA Y<sup>E</sup> XX JULY 1619. THOMAS BROCKEDON CAPE MERCHANT OF Y<sup>E</sup> PALS GRAVE.

This inscription records for the first time the presence on board the Commodore's ship of a "factor" styled there "Cape Merchant." The status of these supercargoes had at last been established, by



order doubtless of the East India Company. That the relations between the commanding officers of the vessels and the factors who had really charge of the commercial side of the ventures were not always of the most amicable kind would seem to be proved by the following extracts: the complaints to the Company emanating from the factors (East India Records, 1613-15):—

“It is good to distinguish or limit the officers and charges of captain and cape merchant, for the captains do arrogate all authority to themselves from your merchants.”

Again. Robert Gipps, Cape Merchant, in the *Peppercorn*, 19th June, 1615, in Saldania, to the East India Company.—Discord between Captain Harris and Robert Gipps. The Captain reviled the Merchant and threatened him. “The Captain arrogates much over the Merchants. He brings £100 to sea for private purposes.”

This falling out between Captain Harris and the Cape Merchant was, however, smoothed over, and the two men reconciled by the Council of the fleet.

Thomas Brockedon, the Cape merchant on board the *Palsgrave*, subsequently became the chief agent of the British East India Company at Batavia.

Although the inscriptions give the date of departure of vessels this does not necessarily imply the absolute date when the ships sailed. Thus, a factor named Mills, writing from Tikou, in Sumatra, which was reached on August 23rd, says:—

“The 3rd of August before day we sett sayle from the Cape where we were 16 dayes wynde bound.” The vessel had evidently been retained in the roadstead by adverse winds for fourteen days.

At the Cape they had met the *Lesser James*, homeward bound.

This No. 9 inscription, cut into solid rock, was found a few feet below the surface, when Messrs. Wilson, Miller & Gilmore, of Adderley Street, were rebuilding their premises in Adderley Street, opposite the Post Office.

### *Stone VII.*

Four months after the departure of Clevenger outward bound, and of the *Lesser James*, returning to England, another English vessel recorded its arrival and departure from Table Bay.

This stone bears an inscription on each face. The oldest in date is that of the *Bull* of 400 tons, which touched at Table Bay in 1619, but not for the first time, because one reads in the “English Factories in India” that the ship was sent home in 1618.

On the reverse of this stone are graved letters which, judging

from their shape or style of cutting, are parts of four different inscriptions. All four, however, are very obscure.

Of the first inscription on the upper side of the stone, the figures 161 alone are distinct, and these seem to be completed by the figure 8, which would thus give the year as 1618.

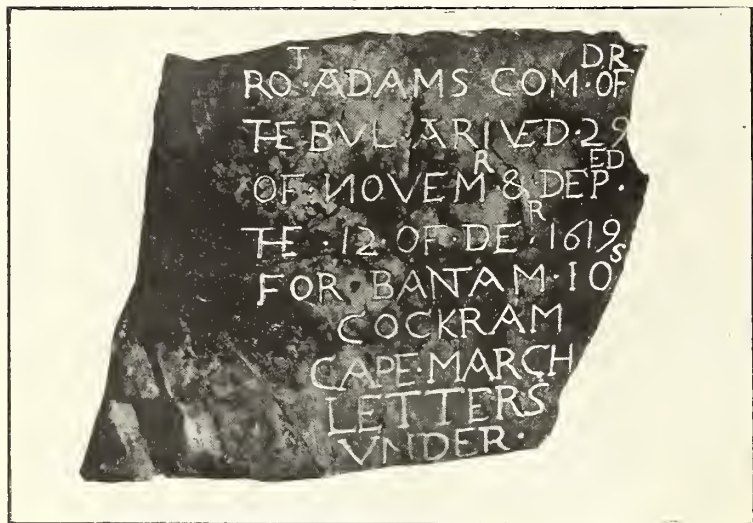


FIG. 10.

40 cm. x 38 cm.

RO<sup>3</sup> ADAMS COM<sup>ER</sup>. OF  
THE BUL ARIVED 29 OF  
NOVEM<sup>R</sup> & DEP<sup>ED</sup> THE 12 OF DEC<sup>R</sup> 1619  
FOR BANTAM 10<sup>S</sup>. COCKRAM. CAPE MARCH.  
LETTERS UNDER.

Below this the second inscription, which is very distinct in parts, reads as above.

Below this are two lines graved in a different style and undecipherable, and lastly, on the lower end of the block, and executed again by another hand, a very rough graving—

WILL VOR LETTERS 1629.

The ship *William* had returned to England in December, 1628; but she might have touched again here in 1629.

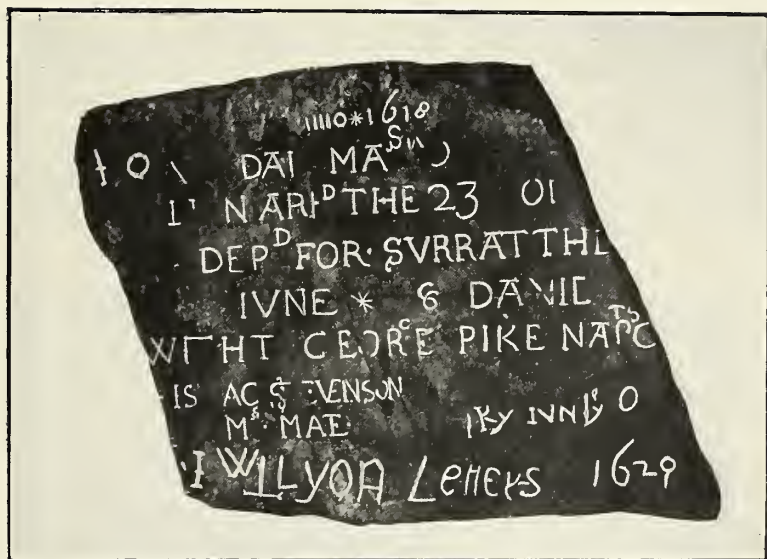


FIG. 11.

42 cm. × 37 cm.

ANNO \* 1618  
 W . . . DAL MAS  
 LION ARID THE 23 OF  
 DEPD FOR SURRAT THE  
 JUNE \* AND DANIE  
 WITH T GEORGE PIKE NAPO  
 ISAAC STEVENSON  
 MR MATE  
 I W LYON LETTERS 1620

As to the better-preserved inscription, in which the name of George Pike figures plainly, a person of this name was a Factor of the Company.

#### Stone VIII.

The stone bears two inscriptions. (See next page.)

The slab is deposited in the vestibule of the General Post Office, Cape Town. The specimen on exhibition in the Museum is a cast of the same.

The *London*, a vessel of 800 tons, Captain Richard Blyth, with the *Jonas* and the *Lion*, sailed from Surat, December 18, 1622, anchored in "Saldania Bay, March 10, 1622-3; left again March 23rd, not 20 as inscribed, reaching the Downs, July 18, 1623."

The second inscription would appear to be a Dutch one.

This stone was found in 1897, when an excavation was being

made in the ground immediately in front of the then recently completed offices of the Union Castle Company in Adderley Street. It had, however, been discovered before, but was evidently left *in situ* until it became again hidden from sight, for we read in the *Cape Town Gazette* of Friday, August 17, 1827: "On removing the earth to make some repairs to a drain in the Heeregracht (now Adderley Street) a large stone was uncovered, upon which the following inscription was traced," and a correct transcription is there given

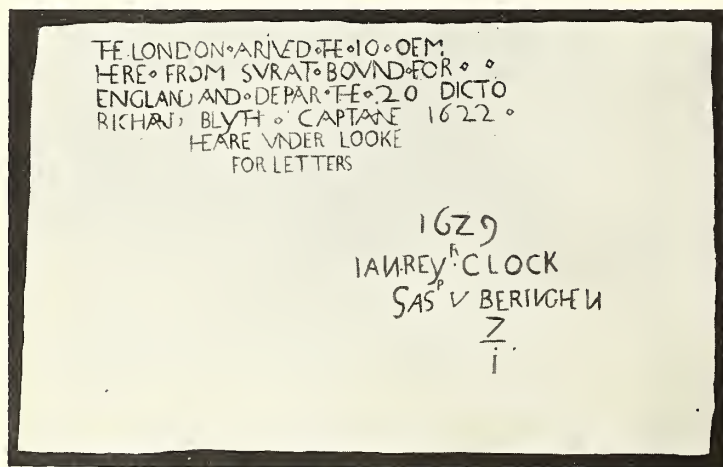


FIG. 12.

105 cm. × 60 cm.

The upper inscription reads :—

THE LONDON . ARIVED THE . 10 . OF M(ARCH) HERE . FROM SURAT .  
 BOUND . FOR . ENGLAND AND . DEPAR(TED) THE . 20 DITTO . 1622.  
 RICHARD BLYTH CAPTAIN. HEREUNDER LOOK FOR LETTERS.

Below this—

1629. JAN. REY<sup>R</sup>. CLOCK (OR CLOOK) GAS<sup>P</sup> V BERINGHE N.  $\frac{7}{1}$ .

#### *Stone IX.*

The *London* a few years later met the *Blessing* and the *William* at the Cape both inward bound, and a record of this call exists in

an inscription on a very uneven rock, and graved by a hand but little acquainted with cutting letters on stone :—

THOMAS WALIS  
WILLIAM HARVEY  
MYSMATES OF THE  
ONDON 8 OF MAY  
1627  
JOHN SHORT  
A M.

The same ship was in Table Bay in 1631 ; as shown by the inscription graved on the obverse of a flat stone bearing on the other side a Dutch inscription dated 1632 (*Stone XVII.*).

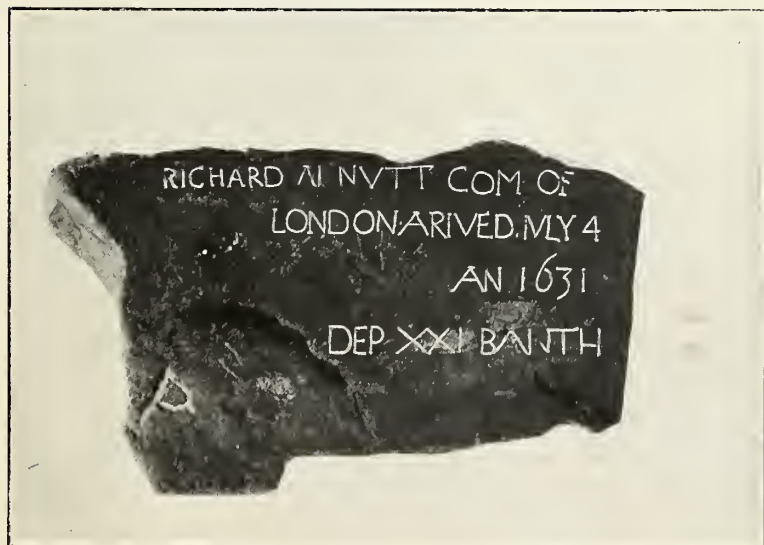


FIG. 13.

56 cm. x 33 cm.

RICHARD ARNOTT COM. OF  
LONDON ARRIVED JULY 4.

AN 1631.

DEP. XXII.

? M I I H



Stone X. has three English inscriptions cut on a large slab found built, topsy-turvy, in one of the outer walls of the Castle in Cape Town, about ten feet above the glacis, and not far from the main gateway. There seems to be little doubt that this stone was lying close by, and was utilised for the original building of the

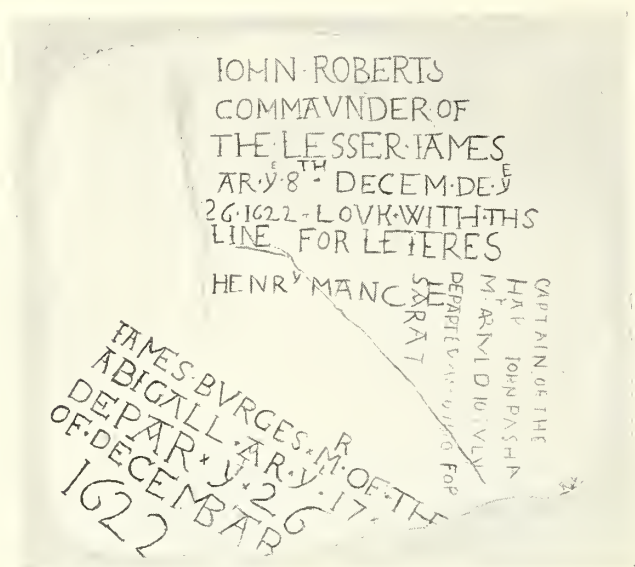


FIG. 14.

100 cm. x 86 cm.

The first inscription reads :—

JOHN ROBERTS, COMMANDER OF THE LESSER JAMES ARRIVED THE 8<sup>TH</sup> OF DECEMBER, DEPARTED THE 26<sup>TH</sup>, 1622. LOOK WITH THIS LINE FOR LETTERS.

The second is as follows :—

JAMES BURGES MASTER OF THE ABIGAIL ARRIVED THE 17<sup>TH</sup> ;  
DEPARTED THE 26<sup>TH</sup> OF DECEMBER.

Castle, which was begun in 1666 and completed in 1679. Doubtless the stone bearing Hippon's inscriptions of 1605 and 1607, also built in the walls, was likewise found close by and utilised for the same purpose.



The *Lesser James* was a vessel of 450 tons, commanded by John Roberts. She left Batavia, homeward bound, in the last day of August, 1622. The ship reached England in the middle of June, 1623.

The *Abigail* was a new ship which sailed from England for Batavia in 1622. In his journal, the Master, James Burgess, makes the following entry: "1622. 17th December. Arrived at Saldania. Ther I mete the *Littell James* and to Hollandars bounde home."

The third inscription, set at right angles to the upper one, is much weathered and was badly graved. It is as follows: "Bartholomew Goodall (almost indistinct on the stone), Captain of the *Hart*, John Pashley, Master, arrived 10th of July, departed 20th ditto, 1627, for Surat."

The *Hart* was one of the six vessels forming Captain Hall's fleet bound for Surat; the others were *Star*, *Scout*, *Refuge*, *Mary*, and *Hopewell*. They left Dover Roads on March 23, 1627. "Anchored at Coney (Dassen) Island, and got some refreshments, July 7th. Sailed again, and at night got into Table Bay, where they found General Coen with five Dutch ships bound for Batavia. Pitched a tent ashore and landed the sick men." The fleet sailed on the 20th.

Pashley, after the death of Goodall in October of the same year, was transferred as Master to the *Hopewell*. He was again in one of the three vessels of the return fleet, *Star*, *Exchange*, and *Blessing*, that left for England on December 27, 1628, and "anchored on the bay of Salldayny" on March 12th, sailing again on March 20th.

Judging from the inscriptions of the *Lesser James* and the *Abigail* it would seem that each vessel of the fleet left its own record. For the instructions of the East India Company to their Captains were very explicit. "When you arrive in the Bay of Saldania (for such was still the name of Table Bay, although changed into its present one by the Dutch Admiral Joris Spilbergen at the time of his visit in 1601) you shall make search for letters, and in like manner at your departure thence, leave behind you in writing fitt remembrances of all matters useful."

The "remembrances" did not, however, always reach those for whom they were intended, or, when they did, without having been occasionally pryed into by people for whom they were not intended. Those taken cognisance of by Beaulieu are a case in point; but we have other instances.

Thus: Thomas Kerridge, aboard the *Jonas*, at Swally, writes to the East India Company, November 15, 1624. They endeavoured

to avoid touching at the Cape, but were forced by contrary winds to do so. Anchored there on July 19th. . . . "Wee perceaued by inscriptions on stones that the *Dolphin* was departed thence homeward bound from Surat, in April last; but could not finde anie letters through the inscription mentioned some to be left which appeared plainely to be disinterred and taken thence by the Dutch or Danes, ships of each having touched there since her departure."

In William Minors's account of the homeward voyage of the *Scout*, we find the following:—

"Anchored in Table Bay (January 20, 1626), where we found two Dutch ships." Minors (who was then master's mate) was sent ashore to look for letters, but "they were taken away before."

Again: Letter from President Kerridge and others, at Surat, to the East India Company, January 4, 1628.

"Have opened the Company's letter addressed to the President and Council at Batavia. . . . This they had already learnt from a letter left by the *London* at the Cape, which was dug up by the Dutch General Coen, and *after perusal* handed to Captain Hall (December, 1627)."

Are we, then, to suppose that the letters or communications were duly deposited without any precaution under the slate blocks, some small, some large, but selected because of their smooth surface? Yet the words are significant.

"Letters under;" "Soeckt brieven"; "Hieronder leggen brieven"; "Heare under looke for letters." . . .

The *Lesser James* inscripton does, however, throw light on certain dispositions taken to prevent, as far as possible, not only the natives, but people other than the initiated to obtain readily cognisance of the documents, some of them of considerable interest to the parties concerned.

A carefully executed cast of the slab has revealed at the end of the words *line*, in the sentence "look with this line for letteres," a narrow groove reaching nearly to the side of the slab.

From which it becomes apparent, if not certain, that there obtained among the Captains of the East India Company a certain secret code as to the localities chosen for the "Post Office" boxes. This assumption will also explain the presence or occurrence of several English inscriptions on the same rock, and often on either side of the stone. Moreover, so far as the recovered inscriptions go, only one stone is known which bears on one side an English, on the other a Dutch legend; we know, however, of another with a French on the obverse, and Dutch on the reverse.

## Stone XI.

This stone was for a long time in the possession of what is now known as the Dutch Orphanage, at the top of Long Street, but which was in the early part of 1800 the High School, or Academy "Tot nut van't Algemeen."

It is not certain whether it was found close to the spot or was brought there to serve as an object-lesson.

It bears on either face several inscriptions. The oldest in date is that of the *Royal James*.

The Fleet of 1624 consisted of the *Royal James*, *Jonas*, *Eagle*, *Star*, *Spy*, and *Scout*; the first-named vessel being commanded by John Weddel; Richard Swanley was Master; Henry Wheatley Purser; and Richard Langford a Purser's Mate. Their names figure in the inscription, and the additional one, Edward Smith, is that of the Purser's Mate of the *Jonas*.

Thomas Kerridge, going out to resume his post of President at Surat, and who was on board the *Jonas*, gives the following account of his stay at the Cape.

After imputing to the action of the Dutch or Danes the disappearance of letters which, from the graved inscriptions left by the *Dolphin*, he expected to find under the stones, he proceeds: "In this place wee found reasonable store of refreshing, as well flesh from the countrie people as fish taken plentifully in the River, whereby, together with the wholesomeness of the Ayre and hearbes et. et. for bathes, our sick men for the most part (their sickness being the seurbeck) thanks be to god, recovered within 10 dayes in some reasonable measure to help themselves. The 29 July the whole fleete set sayle together from the Cape." (I.O. Records.)

Monek's account of the same journey (he was on board the *Royal James*) bears out part of Kerridge's narrative: "July 14. Saw the Sugarloaf Mountain. July 15. Decided to put into Table Bay, owing to want of water, much sickness on board, and a doubt of whether they could reach Madagascar this monsoon. July 29. Set sail again."

Below the *Royal James* inscription is another, if not two:—

THOMAS MILLS MAR R S E  
 . . . EY. A 12 1635 CAP JOHN W  
 COMM OF JONAS ARR FROM DEP 26

Thomas Mills, a Factor of the Company, was at Masulipatam in March, 1624, and he died there towards the end of 1627. The

inscription recording his passage in Table Bay is therefore anterior to any of those figuring on the stone.

The date 1635 may or may not be that of the record of the *Jonas*; the letters are very indistinct or obliterated, but the date of departure, 26th, does not tally with that of the fleet of 1624, which

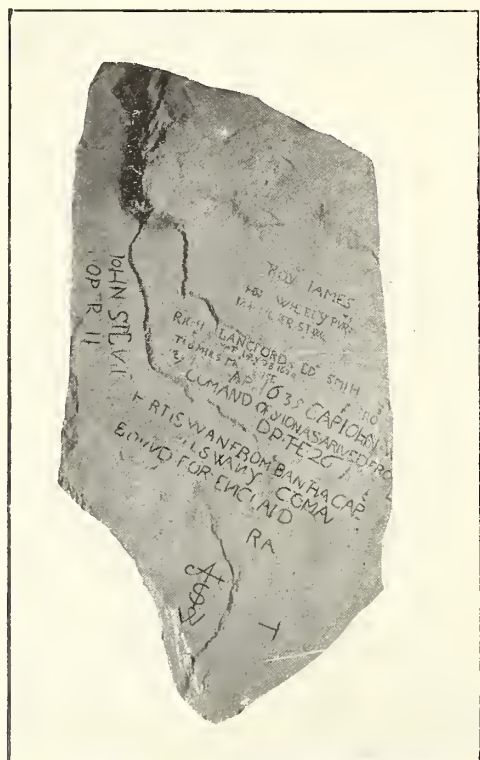


FIG. 15.

125 cm. × 72 cm.

ROYAL JAMES HENRY WHEATLEY PURS.  
RICH LANGFORD EDWARD SMITH JULY 28 1624.

sailed on the 29th, as shown by the quotations from Kerridge and Monck; and if the inscription is that of the *Jonas*, it is eleven years older.

Another inscription appears to be :—

SWAN . . FROM . . BANT . . CAP . . SWAN Y . . CO . . OF ENGLAND

This may perhaps refer to the ship *Swan*, a record of which dated 1632 is treated of further on. But if SWAN Y stands for Swanley the inscription must be anterior to 1626, at which date Richard Swanley, Master of the *Lion*, was slain in an encounter with the Portuguese ; but his ship valiantly freed herself. The *Palsgrave* and *Dolphin* abandoned her and fled while the ships at Swally " most basely lay

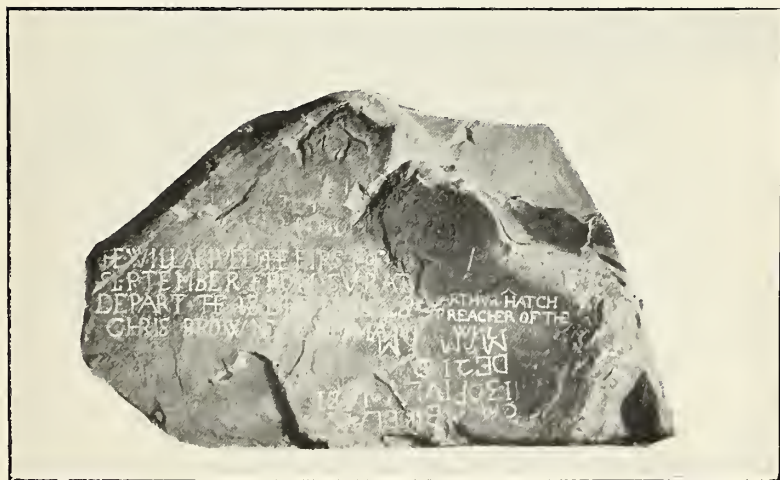


FIG. 16.

127 cm. x 72 cm.

THE WILL ARRIVED THE FIRST OF SEPTEMBER FROM SURAT  
DEPART THE 18 DITTO 1628 CHRIS BROWNE COMM.

Under this on the right-hand side :—

ARTHUR HATCH PREACHER OF THE . . .

still." The *Lion* was again attacked, whereupon she was blown up by her crew. The Portuguese saved the men, but presently hanged them except one whom they sent to Kerridge, the President at Surat, with letters.

Lastly, at the lower end of the face of the stone are a few letters which seem to be JOHN STEV (R) O C E R T ; and in the right-hand corner is a monogram, which may prove to be that of Alexander Sharpley, in which case it would date from 1608 ; but the " w "



remains unexplained. If it is that of Richard Swanley, the same difficulty reappears, as the upper letter is certainly not an "R."

Before closing with the inscriptions of one face of the Orphanage stone, it is not out of place to mention that while the *Royal James* was in Table Bay in 1622, Mr. Patrick Copland, the preacher of the ship, collected from the gentlemen and mariners a sum of £70 8s. 6d. towards the building of a free school in Virginia.

On the other side of the large heavy slab figures a well-graved inscription and one or two others which are very indistinct.

The word Will is the abbreviation for *William*. The ship reached England in the following December. She was a 700-tons vessel, and the approximate value of her cargo was £60,000. Arthur Hatch, who was the preacher on board, went out first in 1619, returning in 1623; then in the present voyage, 1626-8, and a third time in the *Charles* in 1632.

In his account of the voyage, Andrew Warden, who was second mate says: "September 1 (1628). Got into Table Bay. Caught some seals on Penguin (Robben) Island and made a hogshead of lamp oil. Took in more ballast and a supply of water."

### Stone XII.

The inscription recording the call of the *Star* is not graved but written with paint, or tar, and is therefore very faint, although it becomes very legible if wetted. The *Star* was a bad sailor, and on one occasion, as she proved a great hindrance to the fleet, it was resolved to "leave her behind to make her way to Surat as best she can." She was one of the fleet of 1625, under Weddell and Clevinger, and was sent back to England to convey thither a Persian Ambassador. By her was sent the news of the fight with the Portuguese off Gembroon, in which Becker, the Dutch Commander, was slain. The Portuguese were "putt to the worst," whereupon the English sailed for Surat.

In William Minors's account of the homeward voyage of the *Scout*, which vessel anchored in Table Bay on January 20, 1626, and found there two Dutch ships from Batavia bound for Holland, he states that he, Minors, was sent ashore to look for letters, "but they were taken away befor; onely wee founde written uppon a stone of the *Starr*, and the two Dutch shippes; the *Maidvandorph* and *Weezopp*, the 14th of October, and there departure thence the 25th of dicto."

John Rowe was Commander of the *Star*. His instructions on leaving Swally were to make the best of his way to England, keep-



ing company with the Dutch ships mentioned but misspelled by Minors, the *Maagd van Dort* and *Wesp*, and assisting them as far as possible. "He is to be on his guard against pirates or enemies."

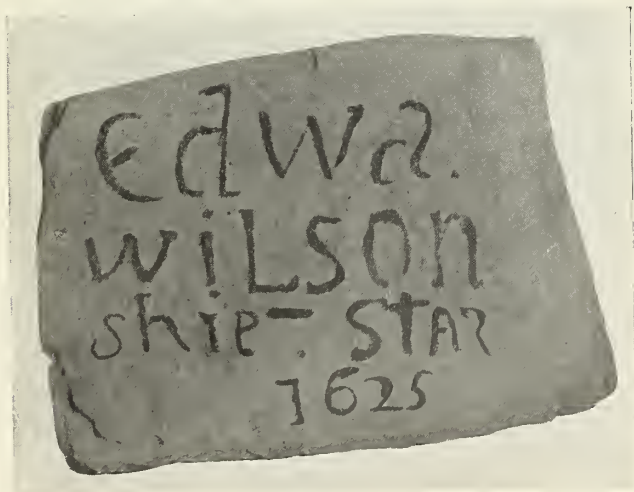


FIG. 17.

41 cm. × 25 cm.

Wilson was the surgeon of the ship. But from the above account it is plain that this *written* inscription is the record of the call of the vessel homeward bound; and it is a wonder that it has been preserved so long.

### Stone XIII.

Except for the record of, possibly, the *Jonas*, i.e. 1635, the *Swan* inscription is the latest.

It is very distinct, but it gives no indication as to the vessel being inward or outward bound.

The *Swan* closes the list of the hitherto discovered early records of the English ships in Table Bay. A lucky accident may lead to the discovery of some of the numerous missing ones. On Penguin (now Robben) Island it was expected that some would have been found, but in spite of a search they have not. Yet, the Dutch Admiral, Cornelis Maatlief, in 1608, found the names of many Englishmen cut in stones who had been there; on the other hand

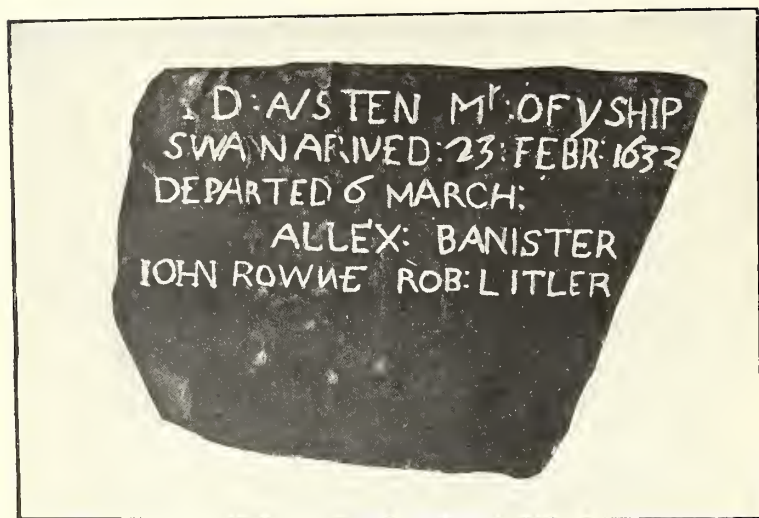


FIG. 18.

27 cm. x 20 cm.

D : AUSTEN MR. OF Y<sup>E</sup> SHIP SWAN ARRIVED 23 FEBR(UARY) 1632  
DEPARTED 6 MARCH : ALEX : BANISTER JOHN ROWNE : ROB : LITLER.

the instructions to the English Commanders to look for or deposit letters, etc., applied to Saldania, but the island may have been considered to have been part of the Bay.

#### DUTCH INSCRIPTIONS.

It is only at the end of the sixteenth century that the Dutch, who were still pressing on strenuously in their search for the North-West Passage to reach India, began to turn their attention to the Cape route, and the "Compagnie van Verre" (Association of Distant Lands) of Amsterdam and Middelburg sent Cornelis Houtman from the Texel with four vessels to find the way to the east. Houtman sailed from Texel on April 2, 1595, reached Sumatra in July, 1596, and returned to Amsterdam in August, 1597. The new venture was so readily taken up that within six years no less than forty-nine ships were dispatched to India. They included the fleets of C. Houtman in 1595; of the same C. Houtman, Jan van Neck, W. van Warwyk, S. de Weert, and O. van Noort in 1598; of

S. van der Hagen and P. van Caerden in 1599 ; of J. van Neek in 1600.

The Dutch East India Company, the full title of which was “De Vereenigde Nederlandtsche Geootroyeerde Oost-Indische Compagnie,” was founded in 1602, but that the ventures were proving remunerative is shown by the increasing number of vessels sent from April, 1601, to 1606 (old reckoning). The expeditions which left Holland from that date are as follows : April, 1601, W. Harmansen, 5 ships ; J. van Heemskerck, 9 ships ; May, 1601, J. van Spielbergen, 3 ships ; June, 1602, W. van Warwyk, 14 ships ; Matalief, 11 ships ; April, 1606, P. van Caerden, 8 ships ; December, 1607, P. W. Verhoever, 13 ships, etc., etc.

It is not known if all these fleets touched at Table Bay. Sailing at first with Portuguese maps they would make for St. Helena Bay and Mossel Bay ; but after the visit of Spielbergen to Table Bay, they made that place for some time a port of call.

Cornelis Houtman is the first Dutch navigator who landed in South Africa. He came to St. Helena Bay, where he bartered cattle for iron, and had some dispute with the Hottentots. The quarrel was, however, made up, and the fleet departed after nine days' stay. It may be the same fleet, sailed by “Portingalles sea cards” which came to Mossel Bay, where the inhabitants (Hottentots) spoke very strangely—cloaking like turkey cocks. The Commander says “the natives seem savage, yet with us they used all kinds of friendship.”

This friendship was not to be of long duration, for in his second voyage Houtman, in November, 1598, anchored in Table Bay with two ships, the *Leeuw* and the *Leeuwin*, but their crew fared badly at the hands of the natives, as narrated by John Davis of Arctic fame, who was the pilot of the ship. “We came to Saldanha Bay on the 11th November, and traded with the natives at very easy rates, obtaining fat oxen and sheep for old nails and pieces of iron. The Dutch having done them some injuries, they absented themselves for three days, and having in the meantime alarmed the country by fires from the mountains, they returned again on the 19th bringing a large number of cattle with them. But while the Dutch were bartering with them, they made a sudden and furious assault upon them, slaying thirteen in a moment with hand darts. The rest of the Dutch saved themselves by flight. They embarked and went under way the same evening.”

The Dutch Captain, Paulus van Caerden, came, in the year 1599, to a bay situated a few miles to the eastward of Table Bay, where

he stayed six days. He was again in Table Bay in April, 1606 and 1609. It is he who is credited with having arranged caches on Robben Island for the exchange of letters between the outward- and inward-bound vessels of the Dutch fleets.

In the year 1601, the Dutch Admiral, Joris van Spilbergen, who had left Holland in May with the *Ram*, the *Schuap*, and the *Leeuw*, landed at St. Helena Bay, from where he set sail on November 20th, and came on the 28th to a small island, which he named Elizabeth Island, but which was afterwards called Dassen Island. He weighed anchor on the 29th, and reached Robben Island and Table Bay on December 2nd. He seems not to have met any aborigines in the bay, although he is said to have sent some people into the country to get cattle. He departed on January 1, 1602, and changed in his new map the name of Saldanha Bay into Table Bay (it was the Portuguese, Antonio Saldanha, who had discovered the present Table Bay in 1503), but the name *Saldania* was retained by the English long after that change.

In 1604, the ships *Zirikzee*, *Hollandsche Tuin*, and *Gans*, still following the Portuguese itinerary, came to Saldanha Bay, where they remained till the end of September, and enjoyed much friendship from the Hottentots.

The Dutch Admiral, Cornelis Matelief, came on April 7, 1606 into Table Bay—no longer Saldania for the Dutch. He is said to have found on Robben Island several English names of 1604, and one of December 28, 1607. engraved on the stones.

Matelief commanded the *Orange*, *Middelburgh*, *Mauritius*, *Swarte Leeuw*, *Wille Leeuw*, *Groote Son*, *Kleyne Son*, *Amsterdam*, *Nassauw*, *Erasmus*, and *Provincien*.

By this time it had become customary for the English and Dutch Commanders to bring from the mainland some of the bartered sheep and cattle to Robben Island, for the benefit of the other vessels calling, who in turn restocked the island by leaner beasts. Thus, Alexander Sharpey, in July, 1608, "took twenty fat sheep from the island, which had been left there by the Dutch, and put some oxen on it."

Paulus van Caerden commanding the *Banda*, *Bantam*, *Ceylon*, *Walcheren*, *Ter Veere*, *China*, and *Patana*, anchored March, 1609, etc., etc. And from that date onwards the Dutch continued to touch for refreshments, as did also the English. The two English fleets under the command of Andreas Shilling, and Humphrey Fitzherbert, which were going to Surat and Bantam, found on their arrival at Table Bay, on July 1, 1620, a Dutch fleet of nine ships



bound likewise for Bantam. It will be remembered that these bold commanders took possession of the country in the name of King James. The Dutch are said to have been present when they executed that resolution, and entered no protest against it.

The relations of the Dutch, and perhaps also of the Danes, with the Hottentot aboriginals were evidently by that time not all that could be desired.

Beaulieu's statement of the bodies of Europeans found slain by his men in 1620 goes to prove this ; and even five years later, in William Minors's account of the homeward voyage of the *Scout*, we find that on the arrival of the vessel in Table Bay in November, 1625, the Dutch ship *Leiden*, bound for Batavia, and nine months out from Holland, came into the roadstead. She supplied the *Scout* with necessaries, " as also wee imparted unto them beefes and sheepe which wee goat ashoare and they by their evill useadge of the blacks could not obtain."

It is highly probable that the Dutch followed in the early days the example of the English, and left inscriptions recording the date of arrival and departure of their ships. But of these none have been found recording the names of the vessels already mentioned.

On the other hand we find in an account of Revett, who was in the waters of Table Bay with the English ships *Ascension* and *Union*, from April 12th to June 22, 1608, the following entry : " There was found upon the island [*i.e.* Robben Island] the Flemish General's name [Cornelis Matelief] written upon tynn in the month of April last, so that we imagine they had a favourable and quick passing."

The number of the graved Dutch inscriptions recovered hitherto is five, the first in date being a very fragmentary one.

#### Stone XIV.

HIER  
ENRICK . . . IENSC. R.  
MAN OP

Rudely carved across these letters is the date 1618, and the letters

VINCENT  
STA GEAERT

Valentyn, the historian of the Dutch Indies, does not give the name of the Commander of the 1618 squadron. His vessels were :



*De Orangieboom, Postpaard, Eendragt, Walcheren, Enkhuysen, Het Wapen van Zeeland, Eenhoord, and Fortuyn.*

It is plain that the graved remnants of words cannot apply to the names of the ships; and the second inscription graved across the first seems to indicate that it is anterior to the date 1618.

*Stone XV.*

The second inscription is very fragmentary, that is to say it is only one part of the original, but the words left are mostly very legible.



FIG. 19.

37 cm. x 9 cm.

15. PIETER DIRCKSE DE . . . H. E. R. CORNELIS FRAMS I. O. . .  
MMET STOLCK EN . . . VAN ROTTER.

We find in Valentyn : " After the amendment of the Company's (Oost Ind. Comp.) Charter dated 13 March, 1623, it pleased the States General to do as much injury as possible to the Spaniards and Portuguese in the South Seas also, by sending out a fleet of eleven ships under Admiral Jacob l'Heremite and his junior geen Huigen Schapen Ham, which was called the Nassau Fleet. Of that

fleet which sailed from Rotterdam, was the ship *Amsterdam* with Admiral Leendert Stolk as 'Schipper.' "

These two names, *Stolk* and *Rotterdam*, figure in the inscription, but not those of the principal officers of the *Amsterdam*, such as the commander of the soldiers, Engelbregt Schutte; the Merchant, Pieter van Rynegom; the Naturalist, Johannes van Wallbecht; Justus de Vogelaar, etc., and as none of these names approximate those figuring in the inscription, one must conclude that the inscription is not that of the *Amsterdam*, but of another vessel of the "Nassau" fleet.

*Stone XVI.*

The third inscription only incidentally refers to the call of the ship *Hollana* in 1624, it being an epitaph.



FIG. 20.

62 cm. × 37 cm.

HIER LEIT BEGRAVEN JAN GERRITSEN VAN AMSTERDAM OPFER  
STUURMAN OF HET SCHIP HOLLAND STARF DEN 24 APRIL ANNO 1624.

(Here lies buried Jan Gerritsen of Amsterdam chief pilot of the ship *Holland*, died the 24 April of the year 1624.)

This inscription was found on the removal of an old house at the corner of Strand Street, opposite the present "Grand Hotel," and

at a very short distance from and almost in a line with what is believed, with very good reason, to have been the landing-place from the Dutch occupation onwards. One of the steps cut into the slate rock is now preserved in the Museum.

At that time there ran from the bottom of Strand Street a series of sand-dunes of considerable height which reached to the Green Point Vlei, now drained, and afforded shelter against the violent south-east winds prevailing in summer. It is under the shelter of these sand-dunes that Van Riebeeck first anchored and moved thence further into Table Bay, at the time of his taking possession of what was to become the Cape of Good Hope. And thus the burial-party that interred the remains of Jan Gerritsen, the navigating officer of the ship *Holland*, had not far to go to lay him to his rest.

*Stone XVII.*

The third Dutch inscription is graved with care, and is therefore easily legible. It is written on the reverse of the stone bearing the record of Richard Arnott, Commander of the *London*, bearing the date 1631.



FIG. 21.

58 cm. x 32 cm.

It reads as follows :—

HIERONDER LEGGEN BRIEVEN VAN DER COMMAND(EUR) D. V. LEE,  
EN VICE COMD P. C. ROOCK, MET DE SCHEPEN NASSAU, FRED.  
HENDRIK, NIMEGEN, WESSEL EN DE GALIAS ALHIER DEN 9. APRIL  
1632 VAN BATAVIA. GEARIVEERT VTROCKEN DEN 15 DITTO.

Dirk van der Lee, Secretary of the High Government, left Batavia, as we are told by Valentyn, in 1632 with the ships *Nassau*, *Nimegen*, *Wezel*, *Frederik Hendrik*, the Galioot *S. Gravenhage*, from, Surat, and *Ter Veer*.

The *Ter Veer* is not mentioned in the inscription and had therefore not arrived at the rendezvous when van der Lee left after six days' sojourn in Table Bay.

### Stone III.

The next and last Dutch inscription is, like that of van der Lee, graved on block of stone bearing another record, but this time it is

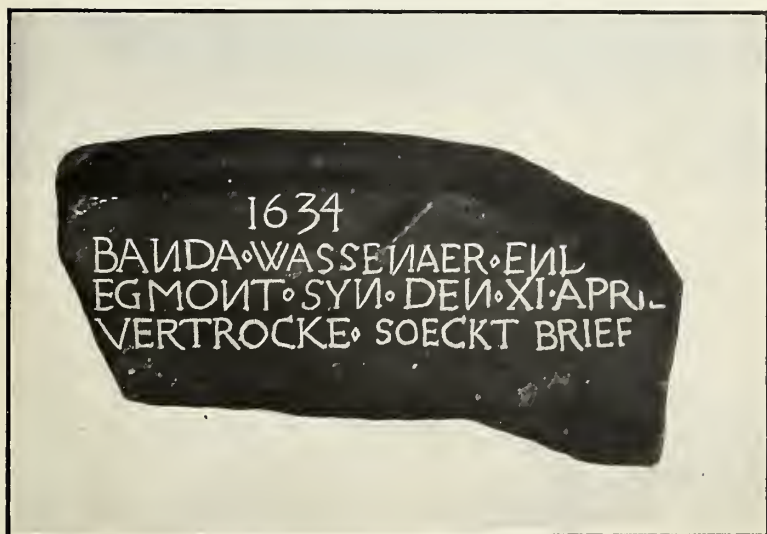


FIG. 22.

22 cm. × 52 cm.

1634 BANDA . WASSENAER . EN D(E) EGMONT . SYN . DEN . XI . APRIL  
VERTROCKE . SOECKT . BRIEF.

the French undated one (Stone III.), the missing part of which had already been broken, before the Dutch graving was added to the reverse, as proven by its completeness.

## DANISH INSCRIPTION.

*Stone XVIII.*

At about the same time as the Dutch, the Danes also founded an East India Company, and the French did likewise.

Of what port of call the Danes made use is not very well known ; but that they touched at the Cape is proved by Kerridge and Beaulieu's accounts.

There has, however, been found an inscription which may be considered as Danish. It is unfortunately very fragmentary.



FIG. 23.

23 cm. × 13 cm.

It reads :—

PAUL . STEUR SOMMER.

P. S. UEIS. DIG.

N. 1614. DEN NOV.

The date is, however, very plain, and thus the Danes were not far behind the English and the Dutch in their enterprises of Merchant Adventurers trading by sea with the East.

From the above account it will be seen that the rediscovered inscriptions left by early European navigators date from 1485 to 1632.

Twenty years after (1652) Cape Town is founded by the first Dutch Governor, Johan van Riebeeck, and the records of passing ships are no longer recorded by inscriptions graven on stones. A new order of things has begun. It may seem a prosaic one for those who read in these brief letters the tales untold of hardship and misery ; of courage and devotion ; of heroism and also of motives sordid.



RELICS FROM THE DUTCH EAST INDIA CO.  
TIMES.

## JAN VAN RIEBEEK'S TOMBSTONE.

Jan van Riebeeck, a ship's surgeon of the Dutch East India Company, was selected by the Directors to be Commander in Chief of the settlement which they had been decided to make at Cape Town. He sailed on the 24th of December, 1651, and reached Table Bay on the 5th of April following.

After governing the settlement for ten years and one month, he left for the East Indies. After his arrival at Batavia he was appointed head of the Company's establishment at Malacca, which post he filled until 1665. Subsequently he became Secretary of the Council of India, and remained in that situation for many years.

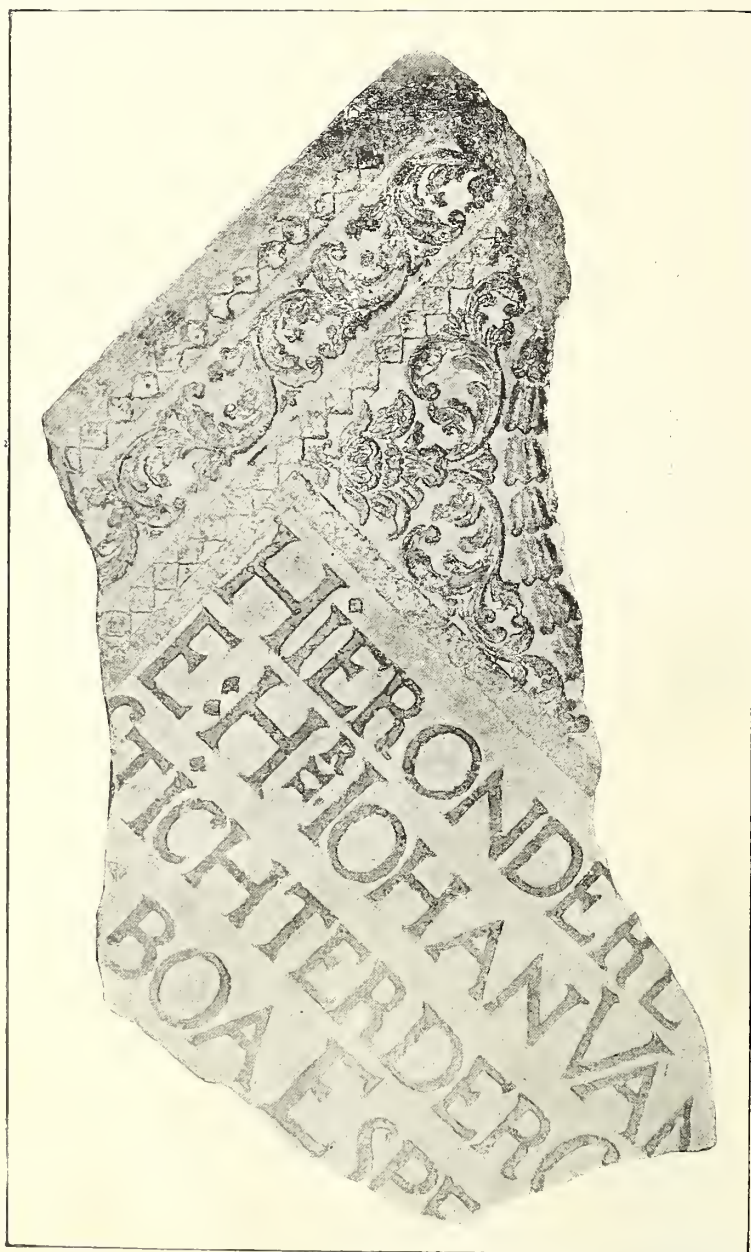
The tombstone is said to have been still intact in the middle of the 19th century (1849) and bore the following inscription :

“ HIER ONDER LIGT BEGRAVEN DEN  
E.H.R. JOHAN VAN RIEBEEK, EERSTE  
STICHTER DER COLONIE AAN  
CABO DE BOA ESPERANCE EN OUD PRE  
-SIDENT VAN MALACCA. JONGST  
SECRETARIS VAN DE HOOGSTE REGE  
-RINGE VAN INDIA. OBIIT 18 EN JA  
-NUARY AO 1677 OUD 58 JAREN

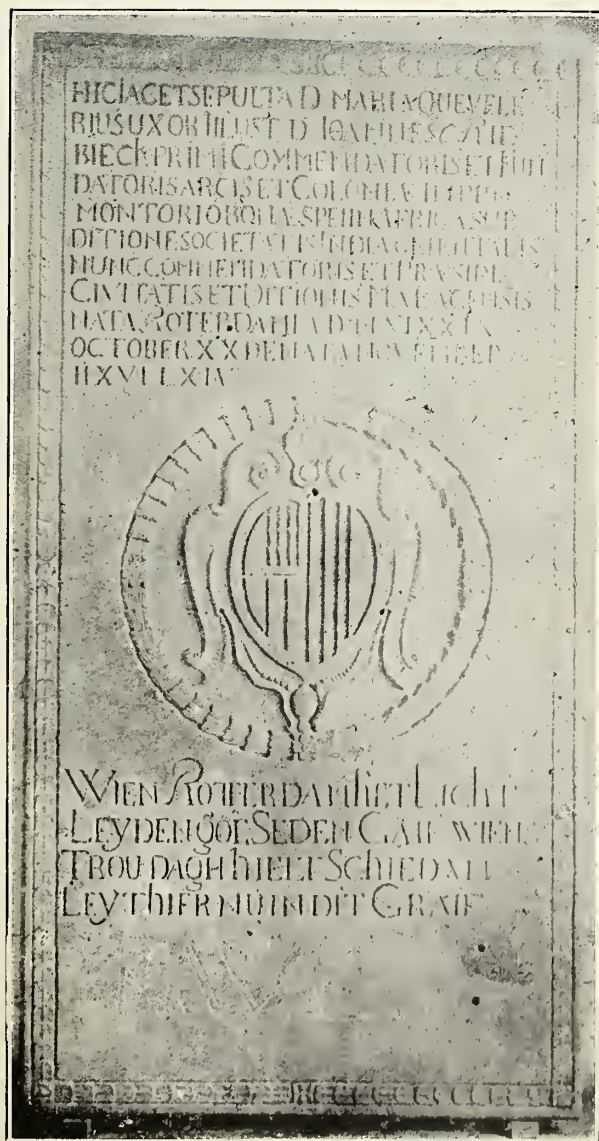
“ Below this lies buried his excellency Johan van Riebeeck, the founder of the Colony of the Cape of Good Hope, a former President of Malacca, and lastly Secretary to the Government of India. Died on the 18th of January in the year 1677, age fifty-eight years.”

Van Riebeeck was buried in the “ Inner Portuguese Church ” at Batavia. At that time there were five reformed churches in Batavia of which the “ Outer Portuguese Church ” alone remains. The church in which Van Riebeeck was buried was burned down in 1808. Eventually it was found that the fragment of Van Riebeeck's tombstone had been used as paving stone.

Presented by the Batavia Society of Arts and Sciences through the good offices of J. de V. Roos, Esq., Auditor-General of the Union.



Jan van Riebeeck's Tombstone.



Vrouw van Rieck's Tombstone.

## THE TOMBSTONE OF VROUW VAN RIEBEEK.

Maria de la Queillerie, the wife of the Governor van Riebeeck was the mother of the second child of European parentage born in the fort "Good Hope". This child was destined to become a man of distinction. In 1709 when he was 56 years of age he attained the rank of Governor-General of the Netherlands India, which he held until his death in 1714. Vrouw Van Riebeeck followed her husband when he was appointed head of the Company's establishment at Malacca, which post he filled until 1665. She died there in 1664 at the age of 35.

The Latin inscription reads: Here lies buried Maria de la (Queilleric) the wife of his Excellency Johan Van Riebeeck, first commander and founder of the fort and colony of "Good Hope" in Africa. In the establishment of the East India Company now commander of the City of Malacca and dependencies. Born October XX at Rotterdam A.D. 1629. Died on the 2nd of Nov. 1664.

Wien Rotterdam het Licht  
Leyden goe Seden Gaif wiens  
Troudagh hielt Schiedam  
Leyt hier nu in dit Graif.

"In Rotterdam she saw the light of day. In Leyden she received her education. At Scheidam she was married. In this grave she now lies."

The burial of a protestant in a roman catholic cathedral is in itself a proof that Vrouw van Riebeeck, had endeared herself greatly with the ecclesiastical authorities of the town and peninsula, although conquered by the Dutch from the Portuguese.



## BEACONS AND ESCUTCHEONS.

In 1778, Joachim van Plettenberg, Governor of the Cape Colony resolved upon visiting the Eastern border of the colony and ascertaining the conditions of affairs there. He travelled by way of the Sneeuwberg, and erected a beacon on the banks of the Zeekoe River 18 miles from the site of the present village of Colesberg in the Cape Province, to mark the farthest point reached and the north-eastern limit of the colony. The beacon was thrown down and broken (fig. 1).



Fig. 1.

On his return he inspected shortly afterwards Algoa Bay, and proceeded through the "Long Kloof" to Knysna and to a bay which had been recently inspected by Naval people, where he placed in position a stone pillar, prepared in Cape Town, according to Theal, and of which this is a replica (fig. 2).

It bears on one side the arms of the United Province, on the other the monogram of the East India Company, the arms of the Governor and an inscription that reads :

"Deese steen is opgeregt door Mr. Joachim Baron van Plettenberg, Raad van Nederlandsch Indiën en Gouverneur aan Cabo de Goede Hoop en den Resorte van dien, etc., 1778."

("This monument is erected by Mr. Joachim Baron van Plettenberg, of the council of the Dutch Indies, and Governor of the Cape of Good Hope and adjoining territories, etc. 1778.")

The bay was then officially named Plettenberg's Bay.

On the reverse of the monument are the arms of Holland without the monogram of the Dutch East India Company, which, however figures on the other side.





Fig. 2.

THE GEORGE BEACON.

Monument erected at George by Governor Van de Graaf.



GENERALITYT DER VEREENIGDE NEDERLANDEN

FIG. 3.

[Reverse.]

DEESE BAAK IS OPPERIGT DOO'RDENWEL EDEL<sup>n</sup> GEST<sup>r</sup>  
 HEER GOUVERNEUR CORNELIS JACOB VAN  
 DE GRAAF AN<sup>o</sup> 1785

In 1785 an event took place which caused the Governor, Colonel Cornelis Jacob van de Graaff no little anxiety. In that year an English Indiaman homeward bound put into St. Frances Bay in distress. Some military officers, passengers in the ship, hired waggons from the farmers with which they travelled overland to Cape Town, and they were believed to have made minute observations on the condition of the country along the route. All that could be done was to set up stone beacons, bearing the arms of the Netherlands and the Company, at important points where none were standing before. The present one is a replica originally placed at the outstation close to the site of the present town of George.—(Theal.)

## ESCUTCHEONS.

The two stone beacons represented on page 49, bearing the arms of the Netherlands and the Company's monogram cannot be said to be of the same date as the George stone because the figures of the Netherland lion are not similar. But they may have been contemporaneous with the beacons erected at important points where none were standing before.

The stone (fig. 5) was found near the mouth of the Olifants River on the West Coast of the Colony about 150 miles north of Cape Town. It probably marked the boundary of the Colony, which was in those days the Olifant River. The additional inscription at the base of the beacon appears to be H. V. D. Graaf Landros (Magistrate) 1800. It is probable however that the stone is older in date if it is, as the workmanship and style seems to indicate, contemporaneous with the next one (fig. 4), because several names—boys in all likelihood—including that of M. van Breda and others dated respectively 1751—1752 are to be found on the slab of slate.

This arm-bearing stone was most probably let into one of the pillars at the entrance of the present oak avenue at Cape Town.

In Saldanha Bay there stands at the present day, on what is now private property, a beacon of the same description : but so far as known to the writer there is no other monumental record—except of course at the entrance-gate of the Castle at Cape Town—of the Dutch East India Company's administration of the Cape of Good Hope.





Fig. 5.



Fig. 4.

LPA 17

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